PROPOSED FINAL
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE TRANSPORTATION 2030 PLAN

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METROPOLITAN TRANSPORTATION COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
PHONE 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
WEB www.mtc.ca.gov

MTC Project Staff

Doug Kimsey
Director, Planning

Ashley Nguyen
Project Manager

Planning Staff
Harold Brazil
Chuck Purvis
Rupinder Singh

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1. INTRODUCTION

The Metropolitan Transportation Commission (MTC), as the project applicant and lead agency under the California Environmental Quality Act (CEQA), prepared a program-level Final Environmental Impact Report (Final EIR) to evaluate the potential environmental impacts associated with the implementation of the Transportation 2030 Plan. MTC certified the Final EIR for the Transportation 2030 Plan on February 23, 2005 (MTC Resolution No. 3680).

The Transportation 2030 Plan represents a strategic investment plan to improve system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. Key investments focused on adequate maintenance, system efficiency and operations, and strategic expansion. The Plan is made up of two separate elements. The "financially constrained" element includes those transportation projects that would be funded through revenues projected to be reasonably available over the 25-year horizon of the plan. The more comprehensive "vision" element identifies illustrative transportation projects that would be funded through revenue measures that may become available in the future through either legislative action or voter mandate.

MTC proposes to amend the Transportation 2030 Plan to take advantage of the funding opportunities presented by Proposition 1B, which is a roughly $20 billion transportation bond approved by California voters on November 7, 2006. Proposition 1B features a $4.5 billion statewide competitive Corridor Mobility Improvement Account (CMIA) aimed at improving performance on highly congested corridors. On January 10, 2007, MTC submitted the region's proposed Program of Projects for the CMIA, totaling over $2 billion in significant corridor mobility and congestion relief projects in the nine-county Bay Area. Following the project nomination and selection process, the California Transportation Commission adopted a Program of Projects for the CMIA on February 28, 2007. The Bay Area successfully received an allocation of close to $1.7 billion in CMIA funds plus an additional $300 million in Proposition 1B State Transportation Improvement Program (STIP) Augmentation funds, totaling $2.0 billion.

This Amendment to the Transportation 2030 Plan consists of the following updates:

1. Adds the $2.0 billion in Proposition 1B funds into the financial assumptions for the financially constrained element of the plan, increasing the projected 25-year revenues for State revenues in the financially constrained element from $14 billion to $16 billion. In total, the 25-year revenue estimate for the plan increases from $118 billion to $120 billion.

2. Adds one new project into the financially constrained element. This project is the I-880 HOV Lanes Extension from SR 237 to U.S. 101.
3. Shifts one current project from the vision element into the financially constrained element. This project is the I-880 Southbound HOV Lane Extension from Hegenberger Road to Marina Boulevard.
4. Updates the cost and financial information for all projects receiving Proposition 1B CMIA funds and/or other local/state/federal funds.

This document is an Addendum to the Final EIR for the Transportation 2030 Plan. Minor changes or additions are necessary to the Transportation 2030 Plan Final EIR to address the proposed Amendment to the Transportation 2030 Plan. However, changes made by this Addendum do not bring out any new issues or new significant adverse environmental impacts resulting from the proposed Amendment to the Transportation 2030 Plan. It is important to also note that the cost and financial updates do not necessitate environmental review under CEQA, and therefore are not addressed in this Addendum.

2. BASIS FOR ADDENDUM

Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164 outline the circumstances for preparing a subsequent EIR. More specifically, Section 15162 specifically states that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information, which was not known and could not have been known at the time of the previous EIR was certified as complete, becomes available.

Section 15164 further states that an Addendum to a previously certified EIR may be prepared by the lead agency if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR. The decision making body (i.e., MTC) shall consider the Addendum with the Final EIR prior to making a decision on the project.

MTC has determined that an Addendum to the Final EIR for the Transportation 2030 Plan is the appropriate CEQA document for the proposed Amendment to the

Transportation 2030 Plan. Some minor changes and additions to address the Amendment to the Transportation 2030 Plan are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. Because the Transportation 2030 Plan is a regional planning document and the project changes proposed in the Amendment to the Transportation 2030 Plan are not substantial, only minor changes to the impact areas in the Final EIR for the Transportation 2030 Plan are required to adequately address these changes. The environmental effect of these project additions would not magnify the magnitude of the plan's environmental impact.

In accordance with CEQA, therefore, the purpose of this document is to make minor changes or additions in the Final EIR for the Transportation 2030 Plan to address the proposed Amendment to the Transportation 2030 Plan. In general, the environmental assessment for the overall Transportation 2030 Plan remains unchanged for the amended Transportation 2030 Plan.

3. REVISIONS TO IMPACT ANALYSIS

The significant impacts and required mitigation identified in the Final Environmental Impact Report for the Transportation 2030 Plan have not changed. Only minor changes or additions to a few impact areas are necessary to address the proposed Amendment to the Transportation 2030 Plan.

This Addendum addresses the project changes to the Project (i.e., Transportation 2030 Plan) as follows:

- **I-880 Southbound High-Occupancy Vehicle (HOV) Extension from Hegenberger to Marina**: This project extends the existing southbound HOV lane from its current beginning point approximately 1,000 ft. south of the Marina Boulevard overcrossing to the Hegenberger on-ramp, extending the HOV lane by almost three miles. It also reconstructs bridges over I-880 at Davis Street and Marina Boulevard to provide standard vertical clearance over the freeway. This project is currently identified in the vision element under RTP Reference Number 22670 but without identification of its costs. Therefore, this project was previously included in the Project evaluated in the Final EIR. The Amendment will shift this project into the Financially Constrained Element and identify the estimated $108 million project cost.

  This I-880 HOV gap closure project in Alameda County was adequately evaluated in the Final EIR for the Transportation 2030 Plan. MTC finds that the scope clarifications for this project would not result in regional impacts that are different from those disclosed in the Final EIR.

- **I-880 HOV Improvements (SR 237 in Milpitas to U.S. 101 in San Jose)**: The project fills an HOV gap by widening I-880 to add an HOV lane in each direction, extending the HOV system connecting Santa Clara and Alameda counties by four miles. Either no or minimal right-of-way will be needed. This project is currently not

identified in the RTP so the RTP Reference Number to be assigned to this new project is 22944. The Amendment will add this new project into the Financially Constrained Element and identify the estimated $142.7 million project cost.

The Final EIR for the Transportation 2030 Plan focuses primarily on regional impacts, but also addresses transportation corridor impacts in a number of the environmental impact areas. As a program level EIR, individual impacts are not addressed unless they are regionally significant. Following this approach, this Addendum makes minor changes and additions to the impact areas of the Final EIR to reflect the potential project-specific impacts of including this HOV gap closure project into the Project. Although this project would have project-level environmental impacts, it would not change the regional impacts for the Transportation 2030 Plan as a whole. Thus, MTC finds that the addition of this project into the plan would not result in regional impacts that are different from those disclosed in the Final EIR.

The revisions to the impact analysis for each section are as shown in Table 1. Sections and figure numbers in this EIR Addendum are the same as in the Final EIR for the Transportation 2030 Plan so that readers can easily cross-reference sections from these two documents.

Table 1: Revisions to Impact Analysis

EIR Section	Revisions to Impact Analysis
Part Two – Settings, Impacts, and Mitigation Measures	
Methodology & Assumptions	The latest ABAG-adopted Projections 2005 is the underlying future baseline population and employment assumption for the updated transportation and air quality impact analysis in this Addendum, as reflected in the revised tables shown below.
2.1 Transportation	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for minor revisions to Table 2.1-13, as shown below.
2.2 Air Quality	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for minor revisions to Table 2.2-8 and Table 2.2-9, as shown below.
2.3 Land Use, Housing, and Social Environment	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum.
2.4 Energy	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for minor revisions to Table 2.4-5, as shown below.

2.5 Noise	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for the addition of the Project 22944 to Table 2.5-7.
2.6 Geology and Seismicity	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for the addition of the Project 22944 to Table 2.6-3.
2.7 Water Resources	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for the addition of Project 22944 to Table 2.7-1.
2.8 Biological Resources	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for the addition of the Project 22944 to Table 2.8-2.
2.9 Visual Resources	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum, except for the addition of the Project 22944 to Table 2.9-1.
2.10 Cultural Resources	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum.
2.11 Growth-Inducing Impacts	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum.
Part Three – Alternatives and CEQA-Required Conclusions	
3.1 Alternatives to Project	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum.
3.2 CEQA Required Conclusions	This chapter set forth in the Final EIR for the Transportation 2030 Plan remains accurate and is unchanged by the EIR Addendum.

<u>Revised</u> Table 2.1-13: AM Peak Period Regional Vehicle Miles Traveled (VMT) by Facility Type and Volume to Capacity (V/C) Ratio (2000 to 2030)

					Change 2000 to 2030 Project		*Change 2030 No Project to 2030 Project*	
V/C Ratio	*LOS*	*2000*	*2030 No Project*	*2030 Project*	*Numerical*	*Percent*	*Numerical*	*Percent*
Freeways								
< 0.75	A-C	6,073,100	4,564,500	5,147,600	-925,500	-15%	583,100	13%
0.75 to 1.00	D-E	5,012,500	7,417,500	7,332,600	2,320,100	46%	-84,900	-1%
> 1.00	F	819,500	1,856,500	1,588,100	768,600	94%	-268,400	-14%
Total		11,905,100	14,068,300	14,068,300	2,163,200	18%	229,800	2%
Expressways and Arterials								
< 0.75	A-C	5,469,900	7,011,300	7,083,400	1,613,500	29%	72,100	1%
0.75 to 1.00	D-E	1,043,900	2,231,500	2,170,600	1,126,700	108%	-60,900	-3%
> 1.00	F	118,800	349,800	351,200	232,400	196%	1,400	0%
Total		6,632,600	9,592,600	9,605,200	2,972,600	45%	12,600	0%
All Facilities								
< 0.75	A-C	11,543,000	11,575,900	12,231,000	688,000	6%	655,100	6%
0.75 to 1.00	D-E	6,056,400	9,648,900	9,503,200	3,446,800	57%	-145,700	-2%
> 1.00	F	938,300	2,206,300	1,939,300	1,001,000	107%	-267,000	-12%
Total		18,537,700	23,431,100	23,673,500	5,135,800	28%	242,400	1%

[1]AM peak period is two hours.
[2]Freeways include Freeways and Freeway-to-Freeway connectors. Expressways and Arterials include all other facilities.
[3]LOS - Level of Service measures traffic density in a range of A to F.
[4]LOS A are free-flow conditions with no delay; LOS D-E are more congested conditions with some delay possible; LOS F represents conditions of over-capacity and significant delay.
[5]Projections 2005 used for 2030 No Project and 2030 Project

Source: Metropolitan Transportation Commission, 2007

As shown in Revised Table 2.1-13, overall, regional VMT during the morning (AM) peak period is projected to increase by 28 percent over existing conditions for the Proposed Project. The amount of VMT at LOS F (severe congestion) for all facilities would increase 107 percent between 2000 and 2030. Thus, altered land use patterns and new transportation investment will help but not fully mitigate the impacts of continued regional growth on the transportation system.

However, relative to the No Project alternative, the implementation of the Proposed Project will reduce the amount of VMT at LOS F by 14 percent on freeways and no significant percent change on expressways and arterials. Thus, the proposed Transportation 2030 Plan would represent an improvement over the No Project alternative.

Revised Table 2.2-8: Travel Data

				Change 2000 to 2030 Project		Change 2030 No Project to 2030 Project	
	2000	*2030 No Project*	*2030 Project*	*Numerical*	*Percent*	*Numerical*	*Percent*
Vehicles in Use	4,781,500	7,289,300	7,262,500	2,481,000	51.9%	-26,800	-0.4%
Daily Vehicle Miles Traveled (VMT)	143,495,300	203,908,500	203,142,700	59,647,400	41.6%	-765,800	-0.4%
Engine Starts	32,053,000	46,096,100	45,924,300	13,871,300	43.3%	-171,800	-0.4%
Total Population	6,783,762	8,780,300					
Total Employment	3,753,670	5,226,400					

Source: Metropolitan Transportation Commission, 2007

As shown in Revised Table 2.2-8, by 2030, population growth in the Bay Area is expected to increase by 29.4 percent from existing conditions (2000), and average daily vehicle miles traveled is expected to grow by 41.6 percent from existing conditions.

Revised Table 2.2-9: Emission Estimates for Criteria Pollutants using EMFAC2002 Factors (tons per day)

				Change 2000 to 2030 Project		*Change 2030 No Project to 2030 Project*	
	2000	*2030 No Project*	*2030 Project*	*Numerical*	*Percent*	*Numerical*	*Percent*
ROG	214.7	38.4	38.2	-176.5	-82.2%	-0.2	-0.6%
NOx	363.4	56.1	55.8	-307.6	-84.6%	-0.3	-0.6%
CO	2,279.6	298.9	296.6	-1,982.7	-87.0%	-2.4	-0.8%
PM_{10}	93.9	129.0	128.5	34.6	36.8%	-0.5	-0.4%
$PM_{2.5}$	21.1	27.0	26.8	5.7	27.0%	-0.2	-0.6%

Source: Metropolitan Transportation Commission, 2007

As shown in Revised Table 2.2-9, the emissions for criteria pollutants ROG, NOx, and CO would decrease substantially between 2000 and the 2030 horizon for the Proposed Project. The major reason for this decrease in emissions is turnover in autos, whereby older polluting cars are retired and replaced with newer and substantially less polluting cars. These trends reflect the stringent emission controls CARB adopted for new vehicle engines and fuels.

Proposed Project emissions for PM_{10} and $PM_{2.5}$ would increase by 36.8 percent and 27.0 percent, respectively, compared to existing conditions (2000). This is due to the fact that these emissions

are strongly influenced by the growth in vehicle miles of travel, with lesser contributions from tire and brake wear and exhaust. However, overall, the Proposed Project would produce slightly less emissions for all criteria pollutants (ROG, NOx, CO, and PM_{10} and $PM_{2.5}$) compared to the No Project alternative.

Revised Table 2.4-5: Carbon Dioxide Emissions

Scenario	*Estimated Output*	*Change from 2000*		*Change from 2030 No Project*	
		Numerical	*Percent*	*Numerical*	*Percent*
2000	542.73	-	-	-177.32	-25%
2030 No Project	720.04	177.32	25%	-	-
2030 Project	712.24	169.52	24%	-7.8	-1%

Source: MTC Model Outputs 2007

The greenhouse gas carbon dioxide, which contributes to global warming, is largely produced by transportation related sources. As shown in Revised Table 2.4-5, under existing conditions carbon dioxide emissions are calculated to be 542.73 tons per day. The Proposed Project is expected to increase the output by 24 percent to 712.24 tons per day. However, the No Project alternative is projected to generate one percent more carbon dioxide emissions than the Proposed Project, so the impact of the Proposed Project is not considered significant. It would slightly improve conditions relative to the No Project alternative.